

# NEW YORK TODAY A CITY OF MOURNING

From Hundreds of Homes Streamers of Crepe Flutter in the Breeze, While Thousands Mourn for Their Dead.

Horror Grows With Each Hour's Developments. Death List Will Reach 1,000--Many Forever Missing--Heartrending Scenes.

New York, June 16.—New York is a city of mourning tonight. On hundreds of door knobs flutter in the southeast breeze filmy streamers of crepe, in many instances decked with white or purple indicating to the passing crowd that the dead within were brought to an untimely end at the very threshold of life. But it is not in the homes where the dead are stretched within their coffins that the pangs of grief are felt most. It is instead in the homes where there are still missing the happy, light-hearted ones who left such a short time ago gay in the belief that they were to enjoy a day's pleasure on the steamer General Slocum and who have not been heard from since the fearful holocaust which left that steamer a burning hulk on the rocks at North Brother island.

To those whose lost ones have been recovered the suspense is over, they have their sorrow and it is indeed deep, but what of the hundreds whose hopes are still in the East river, or among the charred remains at the morgue? Their hearts are dead and their souls bowed in a despair that is fast maddening many.

More words can express but little of the scenes in many homes in that small section of the city in which lived the communicants of St. Marks German Lutheran church whose Sunday school excursion must go down in history as the greatest marine horror of more than half a century. Where once there were whole families, in many cases now there is but one or two—a sorrowing parent or a single orphaned child. The piteousness of the tragedy has touched all hearts and even the roughest denizen of the east side of the city, awe-struck, sorrows with those who sorrow, weeps with those who mourn.

The story of today so far as the Slocum disaster is concerned is a record of the deepest pathos. With the first faint streaks of dawn the search for bodies began again and tonight still continues. Of those discovered and landed during the day, the majority were children and many were so badly charred as to well nigh unrecognizable.

The scenes at the temporary and permanent morgues can be indicated but not told. Men and women, crazed by their grief tried suicide to end their misery; the mayor of the city was forced to leave the city of dead, almost completely unmanned by the sobbing of those who had identified their loved ones among the mass of victims; divers were overcome with the rushing waters and even the strong nerved policemen and coroner's assistants, accustomed as they were to scenes of terror had to hold themselves under stern control to avoid breaking down.

**CRIMINAL NEGLIGENCE.** There is little doubt now that criminal negligence was responsible for this appalling disaster. Just who is to shoulder the blame will not be known for many days, but searching investigations are already under way and the authorities promise that neither wealth or station will be permitted to interfere with the ends of justice. It is a thrilling and amazing story that the mate of the ill-fated steamer, Edward Flannigan, tells. He swears that he tried to put out the fire that he and his subordinates stretched the three lines of fire hose with which the Slocum was provided and that plenty of water was at hand, but that the moment the pressure was applied the lines burst throughout their entire length almost absolutely worthless. It was new hose, he claims, and should his story prove true, some one is to blame for fitting this big steamer, which daily carried hundreds of unsuspecting passengers, with water lines that were worse than worthless it is alleged, for they had apparently deceived the sworn agents of the government whose duty it was to inspect "all necessary appliances for the safety of passengers." That the life belts provided were in most cases worthless is the claim of rivermen, some of whom have been subpoenaed. They claim that many were old, the straps had rotted while the canvas ripped at the touch. Instead of being of solid cork they were, so it is said, what is known as "compressed cork," otherwise cork sawdust pressed into cakes and with little natural buoyancy, but the agents of the Knickerbocker Steamship company say "they were passed by the government inspector" and this seems to have been so. If the inspector was derelict in his duty he will be punished. A searching inquiry will be made by Secretary of the Department of Commerce and Labor Cortelyou and he says every responsibility will be

placed and absolutely none evaded. If Capt. Van Schaick made a mistake in not promptly beaching his boat he has a lifetime in which to be sorry for it. He says pathetically in his bed in the hospital where he is under arrest: "I did all I could. If I was wrong I cannot help it, but"—and here the aged, gray haired officer grasped the reporter by the arm to emphasize his words—"I did what I thought best under the circumstances." Few there are in New York tonight, even among those who blame him, but admits that Captain Van Schaick proved himself a man among men. With his chief pilot he clung to the wheel until it smoked in both their hands and the pilot house around them was afire and not until his craft was beached did he jump into the water to save himself. He says he did his best and he will be believed by all fair minded men until the contrary is proved beyond the peradventure of a doubt.

**AID OFFERED.** Tenders of aid for the families of the victims came from every section of the country and Mayor McClellan has named a committee to accept subscriptions and give help where it is needed. The first proffer of money came from Sir Thomas Lipton who cabled \$1,000 if needed. It will probably be accepted by the committee tomorrow. All of the unknown dead are to be buried by the city in the Lutheran cemetery and a "day of mourning" will be proclaimed by the mayor.

**NEARLY 600 BODIES FOUND.** Up to a late hour there had been recovered a total of 593 bodies and the police had a list of 400 who are reported missing. While some of these may yet be found alive there is very little hope of this and instead of being exaggerated, the earlier reports of the tragedy were much too low. The list of the dead and missing covers three pages of the metropolitan papers and is for the most part authentic. The work of identification went on through the day and night but less than half of the bodies have been recognized.

The finding of a body off a pier in the lower East river this afternoon led to the belief that the tide may have carried some out to sea and expert watermen say that many will never be found.

## SORROWFUL SEARCH FOR THE VICTIMS

North Brother Island, N. Y., June 16.—Throughout the entire day and well into the night the force of policemen and divers who have been assigned to search for victims of yesterday's tragedy have patrolled the shores of Long Island sound in an effort to recover the bodies of the four hundred odd persons who lost their lives and were still believed to be in or about the wrecked steamer, General Slocum. Many bodies have been picked up by the crews of the 14 launches pressed into service by the police department of New York, while others have been taken from the hull of the Slocum by the divers and passed ashore.

**FEW LEFT IN THE WRECK.** It now seems certain that there are few additional bodies in the wreck but that many are still below the surface was shown when one of the Sound steamers passed this point tonight. Thirteen bodies, apparently jarred from the bottom of the river by the suction from the paddle wheels, were washed on the beach and picked up by the watchers. All were in fair condition for identification.

The chief of the divers employed by the Merritt-Chapman company, after a three hours' search of the hull, declared tonight that it had been cleared of bodies. "I went down into the paddle boxes and the fore and aft hatches," he said, "and I am convinced that we have all the bodies from the Slocum. All of the upper decks of the vessel are gone. The main deck is as firm as ever and was not even burned through. The only way any bodies could have got into the hold would be through the hatches and I made a hunt there and could find no trace of any bodies."

**SCATTERED FOR MILES.** Police Inspector Albersson who was in charge of the police at the island to day coincided in the opinion of the diver but expressed the belief that there are fully five hundred bodies in the vicinity. "But they are up and down the river for miles," he said, "and we'll be finding them for three weeks to come. However, don't let us give those poor people who have lost relatives, the false impression that any

more are in the steamer, for they are not."

The work of searching for the bodies began early and was systemized so much as possible. The first body brought ashore was that of a woman about 30 years of age whose clothing was almost entirely torn from her body. Then in rapid succession ten other bodies were recovered and laid on the beach. For a time there was a cessation in the bodies coming ashore but it was not for long and during the afternoon they were again being recovered at the rate of one every ten minutes. All bore evidences of the struggle which had been gone through. Two bodies of boys apparently about seven years of age were picked up clasped tightly each in the others arms. So firm was their death grip that the policemen were compelled to use much force to break the clutch.

**OVERCOME BY HORRORS.** A diver who had been at the wreck through the day and had brought up nine bodies mounted the gangway after having his diving suit removed. He was pale and staggering and suddenly fell to crying hysterically. It was some time before he could be calmed and finally he had to be sent to the hospital for treatment. He had been overcome by the horror of the sights he had seen.

**A PATHETIC INCIDENT** was the finding of a baby carriage near the wreck of the Slocum, its wheels twisted by the heat, and on it a little red shoe that had belonged to a very small baby. When the carriage was towed ashore, two of the nurses of the hospital fainted at the sight, so significant was it of what had taken place on the steamer.

The General Slocum has broken off considerably since she drifted on the sands. The two yellow smokestacks which marked her position yesterday have gone by the board and only the small stack of the donkey engine and a part of the shattered starboard paddle-boxes are above the water.

**CURIOSITY SEEKERS.** The work of the divers and wreckers was time and again interfered with for a long time by the persistent throng of small craft bearing curiosity seekers who were finally dispersed by a launch of the harbor police which drove them back under threat of arrest.

Two tugs laden with bodies were sent to the general morgue during the afternoon but all bodies that are being recovered during the night are placed in the temporary morgue here. In order to facilitate the work, seven gasoline torches have been placed along the island beach and no letup has taken place because of the darkness. Most of the searchers are worn out but their places can hardly be filled before morning when new details will be sent to the island and the police now at work will be relieved.

## FIRST REPORTS WERE NOT OVERESTIMATED

New York, June 17.—The extent of the disaster to the excursion steamer General Slocum, it is plain now, was not overestimated by the earlier stories and it will be days, if not weeks, before the exact number of victims is known. New York is in mourning tonight for her dead but her citizens are not standing idly by. They are doing everything in their power to relieve the sufferings of the survivors and to help the poorer of those who lost their nearest and dearest, to bury their dead.

**RELIEF WORK STARTED.** With this object in view Mayor George B. McClellan named a Citizens' Committee this afternoon and authorized them to raise subscriptions for this object. The exact scope of relief work has not been planned as yet but the committee will meet tomorrow morning to decide on the scope of its work. Singular to relate, as Mayor McClellan left his office in the city hall this afternoon after announcing the make-up of the committee he was handed a telegram from Sir Thomas Lipton, dated London, in which the Irish knight proffered \$1,000 for the relief of the sufferers by the disaster should it be needed. Other offers of assistance are coming in from every quarter of the civilized globe and they will be considered by the committee later.

**ONE THOUSAND VICTIMS.** It is now practically certain that the number of dead will reach close to 1,000. The police dead-and-missing list shows that 572 bodies have been taken from the waters of Hell Gate and the sound up to tonight; that 485 are missing and it is feared this latter list will be augmented when the relatives of all who participated in the excursion make returns. There are also 303 persons suffering from injuries of a varied character in the city hospitals and some at least, of these, cannot recover.

**IDENTIFICATION DIFFICULT.** The work of identification is necessarily slow because of the condition of many of the bodies. This fact was brought home to the police authorities this afternoon as well as the fact that many never can be identified. It was therefore decided, after a consultation between the mayor and Health Commissioner Darrington that all of the unknown dead shall be buried in the Lutheran cemetery on a date to be fixed by the authorities, this to be made a day of general mourning. The burial is to be at the expense of the city. The mayor has also instructed the heads of every city department to spend any necessary sum needed either for relief work or for the recovery of bodies and he will see personally that

the bills are paid promptly.

**SEPARATE INQUIRIES.** District Attorney Jerome and the United States board of steamship inspectors will hold separate inquiries to place the responsibilities for the disaster. All of the crew of the Slocum, the officers of the hospital at North Brother island and the eye witnesses of the disaster have been subpoenaed and will be expected to throw such light on the cause that any person who by reason of negligence or carelessness contributed to the tragedy, may be punished. The coroner will work in conjunction with the office of the district attorney and their inquiry will not be prosecuted in earnest until the hull of the steamer has been thoroughly inspected by competent divers.

**TO INSPECT STEAMERS.** How deeply the tragedy has stirred the officials whose duties brought them into contact with it is shown by the action of the collector of the port, Nevada N. Stranahan, who has called a meeting of the supervising inspectors of steamships for his office tomorrow at which time the condition of every steamer plying the Hudson or East rivers will be inquired into and plans perfected to make the inspection of these craft more thorough and effective.

Commissioner of Police McAdoo has instructed the captains of all precincts within which are included the excursion docks and recreation piers, to make special reports on them, setting forth what arrangements for the safety of excursionists are made by the steamboat companies. While he has absolutely no power to interfere with the equipment of steamboats, the commissioner intends that hereafter while they are lying at their docks, the utmost precaution shall be taken.

A special meeting of the board of aldermen will be held on Saturday to take such action as is needed in reference to the disaster.

Bodies are being found so far distant as ten miles from the scene of the wreck and this fact is believed by the police to indicate that many bodies will never be recovered. The strong tide in the East River will probably carry them out to sea or far into Long Island Sound.

Horror, stupendous in its gruesomeness and with all the unacknowledged force of the word was pictured all day today in the shed of the municipal pier at the foot of East Twenty-sixth street, which was converted into an emergency morgue when the regular structure near by, which accommodates only one hundred bodies proved utterly inadequate to receive the remains of the hundreds of victims of the General Slocum. Throughout the night and at intervals today the city tugs, with flags at half mast, voyaged down from North Brother island, laden with cargoes of corpses, which were deposited at the pier.

**ROWS OF COFFINS.**

Four rows of pine boxes, each containing at least one corpse, and in some cases the bodies of two or three babies, in order to save space, extended the length of the pier shed, the boxes heaped with crushed ice, showing only the faces of the victims. The melting of the ice caused the floor of the dock to become sloppy as the day proceeded, and in the narrow aisles between the closely packed coffins, the horror stricken crowds of searchers for missing relatives waded through the water, anxiously inspecting the fearful exhibits.

In spite of a cordon of police across Twenty-sixth street at First avenue through which were permitted to pass to the morgue only such persons as were justified in being allowed to view the bodies, the crowds on the pier and about the entrance grew so large late in the day that police reserves were summoned to keep the people moving and clear the aisles when necessary.

**PEACEFUL IN DEATH.**

For the most part, the faces of the babies and young children were as peaceful as if in a natural sleep, several infants even wearing a smile in death, their lips parted and eyes closed without a trace of the features to show the violence of their end. The corpses of boys ten and twelve years old likewise showed no signs of struggling or pain at the last moment of life. It is believed that the mothers in their excitement hurled the children overboard when the end was seen to be inevitable and the little ones died quickly in the water without really knowing their plight.

The faces and figures of the adults, however, pictured in every conceivable form the consternation of choosing between a death in the flames and a shadow of chance by leaping overboard. Old women, with hands twisted and clawlike before their faces, lay rigid in death, with their features distorted and drawn as at the instant of death they fought to make the most of the little chance they had. The body of one boy of nineteen was doubled up in the position of a person leaping into the water, death probably caused by flames penetrating his throat.

**THE UNIDENTIFIED.**

The unidentified bodies were tagged with a brief description and a large number, which had been attached when the corpses were washed ashore. In many cases these markings were obliterated by the melting ice, which caused much confusion in the records of valuables found in the clothes on the corpses when the victims were searched. In other cases relatives threw the tags away and could not remember the numbers. It is estimated that the property gathered is worth \$200,000 to \$300,000 in jewelry, money and other valuables, and it is feared that great difficulty will be experienced by the police in restoring articles to the representatives of the deceased. In

one woman's pocket was found \$300 in bills.

**MANY BODIES BRUISED.**

Nearly two-thirds of the victims bore bruises and deep cuts on face or head, in some cases the skin being scraped from cheeks or scalp peeled back. Some of the injuries, the Bellevue hospital physicians said, were sufficient to have caused death. Whether they were received in the wild panic preceding the jump overboard, when women fought with women, and according to the stories of survivors, the few men on the doomed vessel struggled desperately to free themselves from the women who clung to them imploring assistance for their babes and children or after the bodies were in the water, is not known.

**AFFECTING SCENES.**

Most affecting of all was the identification of Mrs. Mary Mallitor, of Mount Vernon, New York, her 8 children, one of them an infant, and Mrs. Mallitor's four sisters. The bodies were identified by the husband and the only surviving sister. Mallitor and his sister-in-law collapsed under the strain of going from coffin to coffin and finding, one by one, the members of their family. They were carried from the pier fainting.

Among the charred remains of those who met death in the flames one identification was made by means of a shoe which remained on the bones of a foot. About all that remained of the body was the skeleton. One leg was burned away. The body was that of Mrs. Hines of Harlem, the shoemaker who had made her shoes recognizing his mark on the lining.

Mrs. L. A. Diamond, aged 40, of 70 Mangle street, accompanied by her husband, searched for her mother, an aged woman whom she had persuaded to go on the excursion. After a failure to find her mother's body, Mrs. Diamond suddenly shrieked: "My God, I let my mother go on this excursion and sent her to her death."

Turning, she ran toward the pier, bulkhead and was in the act of jumping overboard, when W. T. Howard, a Bellevue nurse, seized her about the waist. She fought desperately to free herself, striking Howard repeatedly. She was finally quieted, and then had to be sent to the hospital, having wrenched her back in her attempt to drown herself.

"Mannie" Mannheim, a member of the Metropolitan Turf association, called at the morgue late this afternoon inquiring for his sister and two nephews who are missing. He believes they have been drowned. Their bodies have not yet been recovered.

**WHOLE FAMILIES PERISHED.**

Among the parties which formed the excursion, many of which were completely wiped out, was that of Henry C. Schnude, paying teller for Kounze Brothers, bankers; his wife, two children, father and mother. Schnude's body has been recovered. The wife and two children of Mr. Toniport, an employee of the Chase National bank and relatives of the Schnudes, also perished. The only one of this party to survive was Miss Nettie Kassebaum, Mrs. Schnude's sister, who is in Harlem hospital suffering from shock and a broken leg.

## BY SMOKE

### Toledo Firemen Were Overcome.

Toledo, June 16.—The five story building occupied by the Toledo Produce exchange, the Postal Telegraph company, the Northern National bank and many grain merchants was damaged by fire tonight.

The flames originated in the basement, and owing to dense smoke the work of the firemen was most difficult. Half a dozen were overcome by smoke. Tyler Greene, chief electrician, also sustained serious injury to his side and Fireman Rudolph Garche's head was badly cut as the result of falls. Both were removed to hospitals.

The entire building was flooded with water but the flames were confined to the basement. The damage is estimated at \$15,000.

### AN EARLY START

Given Michael Schiller—Three Contacts Required to Kill. Ohio Penitentiary, Columbus, O., June 17.—Michael Schiller, the wife murderer, was electrocuted at 12:02 this morning. Friday. Three attempts had to be made before death resulted. He was twice pronounced dead but revived and was again locked in the chair.

### Refused to Endorse Miles.

Clarksburg, W. Va., June 16.—The prohibition state convention which met here today refused to endorse General Nelson A. Miles for the presidential nomination as there was general doubt among the delegates as to whether he was really in sympathy with the party's principles. A full state ticket was nominated.

### Earthquake Shocks at Portland, Ore.

Portland, Oregon, June 16.—Two earthquake shocks at 10:45 and 11:40 o'clock this morning were felt in this city. Plaster was cracked in a number of buildings. The disturbance appeared to travel southwest to north-east.

### Settlement Arranged.

Findlay, June 16.—The families of the victims of the torpedo explosion last month, arranged a settlement to day. The figures are not disclosed.

## RUSSIANS FLED

BEFORE THE MIGHTY ON-SLAUGHT OF JAPANESE

LEFT MANY PRISONERS

Among Them Officers of High Rank.

Tokio, June 17.—(London Times) —The Russian force which was engaged in the battle of Tellissu was the army which had been dispatched by General Kuropatkin to hamper the Japanese operations against Port Arthur. It was posted on the heights overlooking the railway, the right wing being at Tafangchen and the left at Lungwangmiao, between which hills flows the Fuchau river.

The Japanese army advanced along both sides of the railway and bombarded the enemy's position for two hours late on the afternoon of June 14. The right wing was then sent out to Panchiaton and the left to Yukoton while a strong column moved westward of the left wing and eastward of Fuchau, occupying the hills of Nakialeng and Tenkidou during Tuesday night.

In the meantime, the enemy had brought up their reserves and thus had a total force of 25,000 of all arms ready to defend their position.

At dawn on Wednesday the Japanese advanced their whole line and posted artillery on the hills adjacent to the Russian position. The left of the column was swung around toward Tunglunakou, threatening the enemy's rear and the right advanced via Supingchich and toward Tellissu. The Russians were thus surrounded in three directions but they fought stubbornly and for a time the issue was in doubt.

Finally about 3 o'clock in the afternoon, the entire Japanese reserve was hurled forward to the aid of the advance and the Russians broke and fled. They left behind them 14 guns and 300 prisoners, among the latter being some officers of high rank.

## FATALLY HURT

In Collision on the B. & O. Southwestern.

St. Louis, Mo., June 16.—In a head on collision between two through passenger trains of the Baltimore & Ohio Southwestern railroad at Caseyville, Ill., at 12:30 o'clock this afternoon, L. B. List, of East St. Louis, one of the engineers, received injuries from which he died at 2 o'clock and three passengers were injured. The collision occurred at the Caseyville station which is eight miles from East St. Louis at the foot of the bluffs. The eastbound Cincinnati train was standing at the station. The westbound train crashed into it. The trains were scheduled to stop there, but for some reason not made plain, the westbound train did not do so.

It is thought that the engineer of the west bound train supposed that the eastbound train was on the siding and when he discovered that it was not, it was too late to stop in time to avert the collision. The engines were not derailed but the front of the engines were demolished. List was pinned in his engine. He was taken out of the wreckage and every effort made by Caseyville physicians to save his life but he died at 2 o'clock.

## OUTER WORKS

At Port Arthur Taken by the Japs.

New Chwang, June 17.—8:40 p. m.—A report has reached here that desperate fighting is in progress at Port Arthur and that the Japanese have captured all of the outer defenses with the exception of the inner line. The report is not confirmable but comes from native sources.

### Ford Jury Disagreed.

Warren, June 16.—The jury in the Ford case failed to agree and were discharged. The jury stood 7 to 5. This gives Ford another trial which is likely to take place this fall. Meanwhile his bond holds.

### Died From Exposure.

Akron, June 16.—An unknown man was found dead beside the A. B. & C. track west of Hudson this morning. The coroner pronounced the cause as exposure and general debility.

### Palmer Will be Brought Back.

Detroit, June 16.—The Michigan courts have decided that Frank Palmer can be brought back to Ohio on a charge of embezzlement from the Brooks Oil Co. of Cleveland, for whom he was the Michigan agent. He has twice avoided extradition.

### Drove Out the Russians.

Tokio, June 17.—General Kuropatkin's right has occupied Hualjenhsien, driving out the Russian forces there. No report of casualties has been received.